

Owner's Installation Guide for the

Paxton Automotive Novi 1000 Supercharger

for the

2002 Dodge Ram 1500

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DP/N: 4809641a - Ram 1500 v1.1 *05/01/06*

FOREWORD

This manual provides information on the installation, maintenance and service of the Paxton supercharger kit expressly designed for the 2002 4.7L Dodge Ram. Contact Paxton Automotive Corporation for any additional information regarding this kit and any of these modifications at (805) 604-1336 7:00am-3:30pm PST.
An understanding of the information contained herein will help novices, as well as experienced technicians, to correctly install and receive the greatest possible benefit from their Paxton supercharger. When reference is made in this manual to a brand name, number, specific tool or technique, an equivalent product may be used in place of the item mentioned. All information, illustrations and specifications contained herein are based on the latest product information available at the time of this publication. All rights reserved to make changes at any time without notice.



This is a typical underhood shot after installaton. Your engine compartment may look different.

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2002
4.7L DODGE RAM
Installation Instructions

50 State Smog Legal, as per CARB EO #D-195-19 / #D-213-20

Congratulations on selecting the best performing and best backed automotive supercharger available today!

Before beginning this installation, please read through this entire instruction booklet and the Street Supercharger System Owner's Manual which includes the Automotive Limited Warranties Program and the Warranty Registration form.

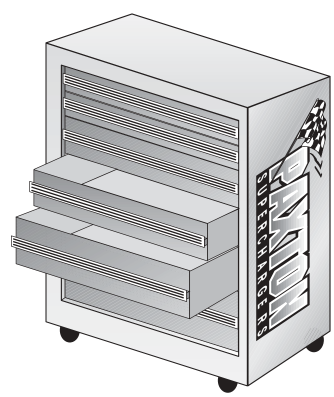
Paxton supercharger systems are performance improving devices. In most cases, increases in torque of 30-35% and horsepower of 35-45% can be expected with the boost levels specified by Paxton Automotive. This product is intended for use on healthy, well maintained engines. Installation on a worn-out or damaged engine is not recommended and may result in failure of the engine as well as the supercharger. Paxton Automotive is not responsible for engine damage.
Installation on new vehicles will not harm or adversely affect the break-in period so long as factory break-in procedures are followed.

For best performance and continued durability, please take note of the following key points:

1. Use only premium grade fuel 91 octane or higher (R+M/2).
2. The engine must have stock compression ratio.
3. If the engine has been modified in any way, check with Vortech prior to using this product.
4. Always listen for any sign of detonation (pinging) and discontinue hard use (no boost) until problem is resolved.
5. Perform an oil and filter change upon completion of this installation and prior to test driving your vehicle. Thereafter, always use a high grade SF rated engine oil or a high quality synthetic, and change the oil and filter every 3,000 miles or less. Never attempt to extend the oil change interval beyond 3,000 miles, regardless of oil manufacturer's claims as potential damage to the supercharger may result.
6. Before beginning installation, replace all spark plugs that are older than 1 year or 10,000 miles with original heat range plugs as specified by the manufacturer and reset timing to factory specifications (follow the procedures indicated within the factory repair manual and/or as indicated on the factory underhood emissions tag). Do not use platinum spark plugs unless they are original equipment. Change spark plugs every 15,000 miles and spark plug wires at least every 50,000 miles.

TOOL & SUPPLY REQUIREMENTS:

- Factory Repair Manual
- 3/8" Socket and Drive Set: SAE & Metric
- 1/2" Socket and Drive Set: SAE & Metric
- 3/8" NPT Tap and Handle
- Adjustable Wrench
- Open End Wrenches: 3/8", 7/16", 1/2", 9/16"
- Center Punch and a 5/8" Tapered Punch
- 5 Quarts SH/CF Rated Quality Engine Oil
- Oil Filter and Wrench
- Flat #2 Screwdriver
- Phillips #2 Screwdriver
- Heavy Grease
- Silicone Sealer
- Drill Motor
- 1/8", 3/16", 27/64" Drill Bits
- 3/16" Allen Wrench
- Wire Strippers and Crimpers
- Utility Knife



If your vehicle has in excess of 10,000 miles since its last spark plug change, then you will also need:

- Spark Plug Socket
- NEW Spark Plugs

Section 1
INTRODUCTION

1.1 INTRODUCTION

Congratulations! You have purchased the finest street Supercharger available for the 2002 4.7L Dodge Ram 1500. The centerpiece of this kit is the highly efficient and reliable Paxton Automotive Corp. NOVI-1000 supercharger. A mechanically driven (by belt) centrifugal blower (supercharger).

This kit comes with all of the parts you'll need for a successful installation. The operations required have been grouped in order of sequence. Photos and drawings accompany the text, allowing quick orientation and parts identification.

Installation requires a selection of tools which are listed in a table at the end of this section.

We also suggest that you obtain a Dodge shop manual and become familiar with the details of your cars systems. Manuals may be obtained from your local Dodge dealer or you can order one from Helm publications at (800) 782-4356.

For best results follow the instructions closely and in sequence. The average installation time for this kit is 8-10 hours. Your actual installation time will depend on skill level and working conditions. The estimate does not include time for initial vehicle inspection, cleaning, fine tuning or troubleshooting. Before even picking up a wrench, read this entire manual. We are available for technical assistance at (805) 604-1336, 7am-3:30pm Pacific time.

After reading the manual, verify that all major assembly groups are present in the main kit box. You should have ample space to layout the components. As you remove a box or bag from the main kit, note the identification label and compare it with the parts list. Please check the box for small parts.

Paxton makes every effort to insure that all parts are included in the box. However, if you discover any missing or mislabeled parts, please contact Paxton by phone for service.

****** WARNING ******

DO NOT attempt installation if any part(s) are missing from this kit. Failure to contact Paxton prior to beginning installation will result in a charge for any missing parts.

Before starting the installation, we suggest your engine compartment be clean. You can clean the engine and compartment with a pressure washer (such as those used at self serve car washes) and a safe-for-aluminum cleaner/degreaser. Cover the distributor with a plastic bag to prevent water from entering

****** CAUTION ******

We do not recommend proceeding with the kit installation unless your vehicle is within normal operating parameters.

You are undoubtedly enthusiastic about getting started on your project, but take just a little more time to insure that your safety is not jeopardized. A moment's lack of attention can result in an accident, as can failure to observe certain simple safety precautions. The possibility of an accident will always exist, and the following points should not be considered a comprehensive list of all dangers. Rather, they are intended to make you aware of the risk and to encourage a safety conscious approach to all work you do on your vehicle.

We look forward to hearing from you, particularly if you have any comments or suggestions regarding this manual at (805) 604-1336

Paxton Automotive Corporation
1300 Beacon Place
Oxnard, CA 93033
E-mail Address info@paxtonauto.com.

****** NOTE ******

Throughout these procedures the word "discard" is used periodically in relationship to items that will no longer be utilized in conjunction with the supercharger installation. It is recommended that these items be saved for future use should it become necessary.

- ***Never rely solely on a jack when working under a vehicle. Always use an approved set of jackstands to support the vehicle and place them under the recommended lift points.***
- ***When raising a vehicle, make sure it is on a level surface, preferably concrete or asphalt. The transmission should be in "PARK" or "FIRST", the parking brake engaged and the wheels blocked.***
- ***Never start the car without first verifying that the transmission is in neutral and the parking brake is set.***
- ***Never remove the radiator cap while the engine is hot.***
- ***Always wear eye protection when using power tools such as drills, saws, grinders, etc., or when working under a vehicle.***
- ***Never smoke, use an open flame, or have spark-producing items around gasoline or flammable solvents. Always have a fire extinguisher rated for chemical and electrical fires handy when working on motor vehicles.***
- ***Run engines only in well ventilated areas. Carbon monoxide, gasoline, and solvent vapors are colorless and sometimes odorless. These can asphyxiate or explode without warning.***
- ***Always disconnect at least the negative (-) or ground terminal of the battery when doing any electrical, fuel system, or underdash work.***

Paxton Automotive makes every effort to insure that all parts are included in the box, but mistakes do occur. If you discover that you are missing any part, or that a part is damaged in transit, please call Paxton Automotive for service. DO NOT attempt installation if any part(s) are missing from this kit. Failure to contact Paxton prior to beginning installation will result in a charge for any missing parts.

We look forward to hearing from you, particularly if you have any comments or suggestions regarding this manual.

Section 2

FAN, COOLANT OVERFLOW, WASHER BOTTLE REMOVAL

Begin the initial preparation and disassembly process by disconnecting the battery cables.

2.1 FAN AND COOLANT OVERFLOW AND WINDSHIELD WASHER BOTTLE REMOVAL

A. To aid in the installation of your new Paxton Supercharger System, remove the coolant overflow bottle. (See *Fig. 2.1-a*.)



Fig. 2.1-a

B. Remove the two 12mm bolts on top of the fan shroud and remove the small hose con-ing from the coolant fill neck. You will also need to remove the large hose from the back of the overflow. Next lift up and set aside. You will re-install this at a later stage of the installation. (See *Fig. 2.1-b*.)

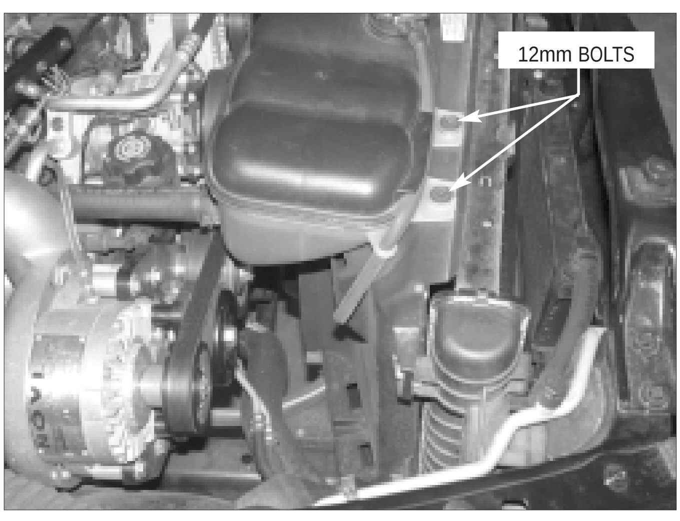


Fig. 2.1-b

C. Next, remove the windshield washer bottle and disconnect the plugs from the washer pump and the warning sensor along with the hoses and set it aside. You will replace this with a Paxton supplied washer bottle in a later stage of the installation.

D. Remove the fan using a 36mm or a large crescent wrench. Hitting the wrench with a brass hammer will break it loose. The fan unscrews counter-clockwise as viewed from the front of the engine. (See *Fig. 2.1-c*.)

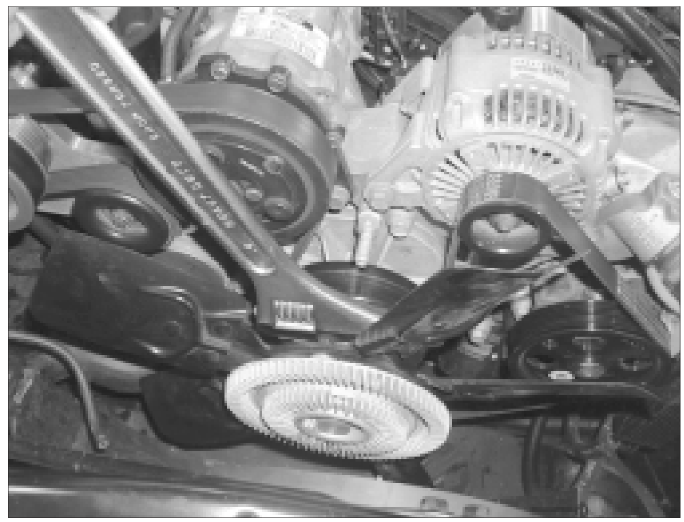


Fig. 2.1-c

2.2 WASHER BOTTLE RELOCATION INSTALLATION

A. The factory window washer bottle will have to be discarded and the Paxton supplied washer bottle installed in the area just behind the front bumper. (See *Figs. 2.2-a, 2.2-b, 2.1-c.*) You will have to cut and extend the pump sensor wires along with the hose. This is supplied in the washer bottle relocation assembly. Using the bracket as a template. Drill two 3/16" holes in the bar just under the radiator. You may have to bend the washer bottle bracket a little to get a perfect fit. Install sheet metal screws and extend the wires and the hose.

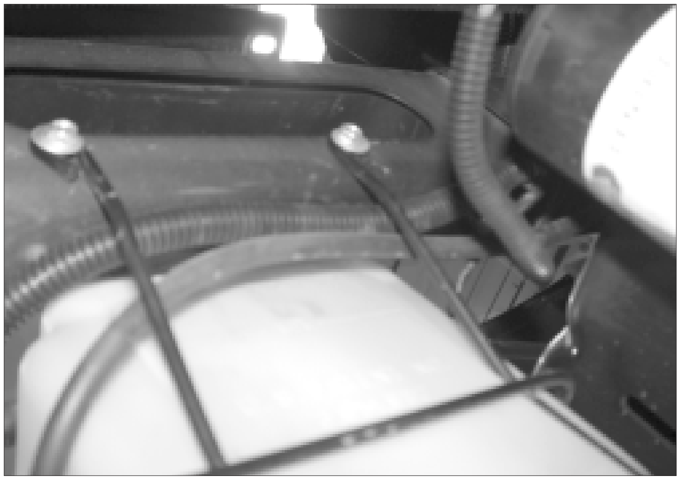


Fig. 2.2-a

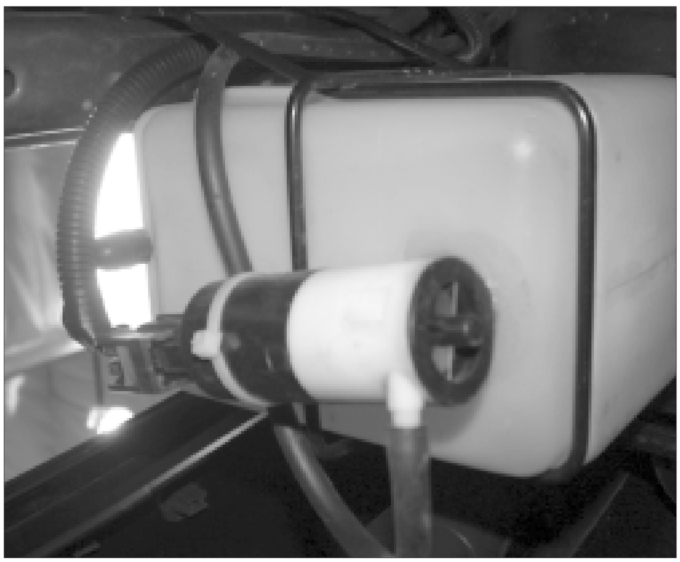


Fig. 2.2-b



Fig. 2.2-c

2.3 AIR FILTER REMOVAL

A. Remove the small vent hose and hard plastic lines and set aside. This item will not be reused..

B. Remove the crankcase breaker hose from the air filter cover. (See *Fig. 2.3-a*.)

C. Remove the air filter assembly (See *Fig. 2.3-b*) by first loosening the clamp at the throttle body. Remove the nut securing rear of air box using a 10mm socket. Lift assembly up and off the rubber mounts. (There are a number of different styles of air cleaner assemblies. Yours may differ from what is shown.)



Fig. 2.3-a



Fig. 2.3-b

Section 3

SUPERCHARGER INSTALLATION AND ASSEMBLY

3.1 SUPERCHARGER MOUNTING BRACKET PREPARATION

A. Remove the factory accessory drive belt by rotating the tensioner using a 15mm wrench or socket.

B. Remove the four bolts securing the oil filler neck using a 10mm deep socket, to be reinstalled in a later step. (See *Fig. 3.1-a*.)



Fig. 3.1-a

C. Remove the factory installed straight fitting.

D. Using Teflon sealant, install the supplied 45°. brass fitting so it points back and up slightly. Thread the straight hose fitting removed in *Step "C"* into this using Teflon sealant. (See *Fig. 3.1-b.*)

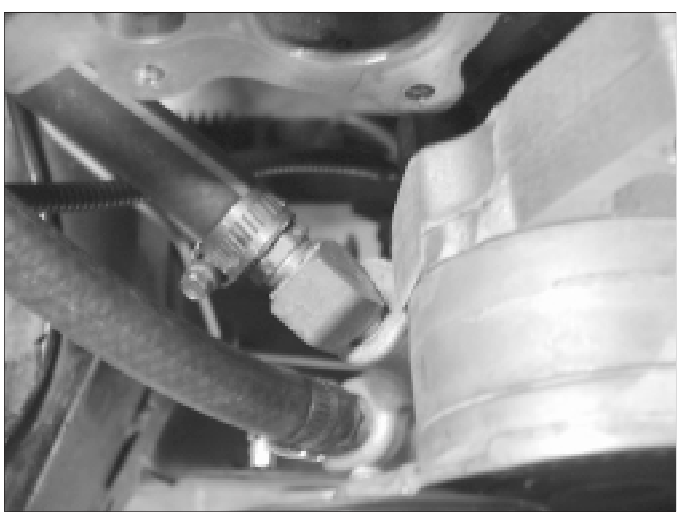


Fig. 3.1-b

E. Detach wiring harness from the front of the engine. This allows space for the supercharger mounting plate. (See *Fig. 3.1-b.*)

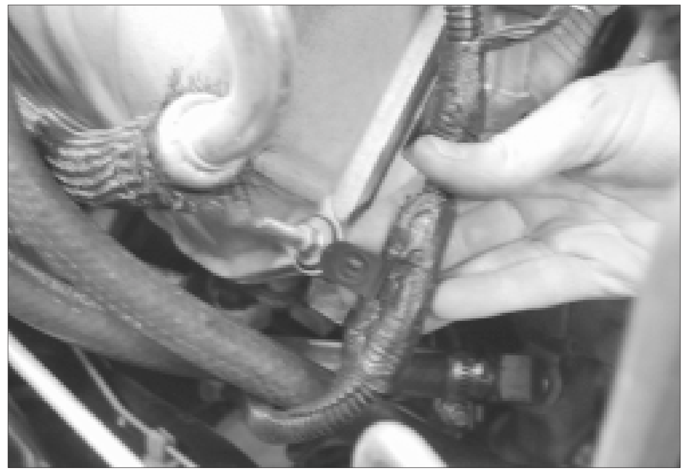


Fig. 3.1-b

F. Remove the three bolts securing the A/C compressor using a 13mm and 15mm socket. Lift compressor up and let it rest on top of the valve cover.

G. Using a 1-1/8" wrench or socket, remove the large bolt on the front of the cylinder head. (See *Fig. 3.1-d.*)

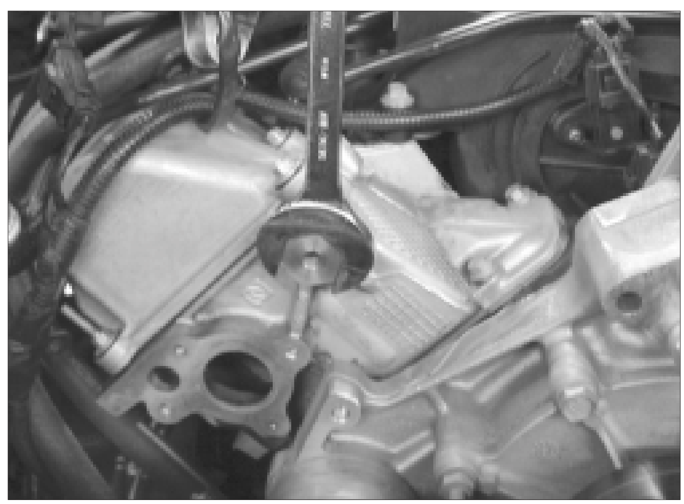


Fig. 3.1-d

3.2 SUPERCHARGER MOUNTING BRACKET INSTALLATION

A. Attach the rear support plate to the cylinder head using the supplied large bolt. (See *Fig. 3.2-a*.) Use at least two of the supplied 6mm bolts to align the bracket with the other mounting holes before tightening. Make sure the supplied O-ring is in place on the rear of the plate.

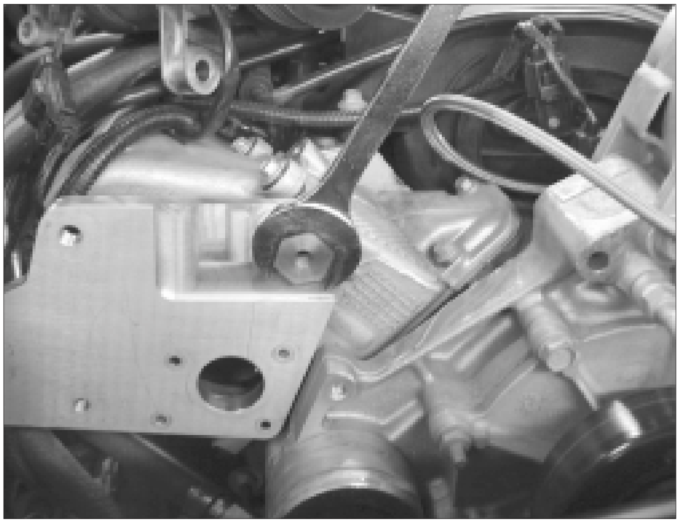


Fig. 3.2-a

B Bolt the oil filler neck to the plate using the supplied hardware. (See *Fig. 3.2-b.*) Re-attach the PCV hose.

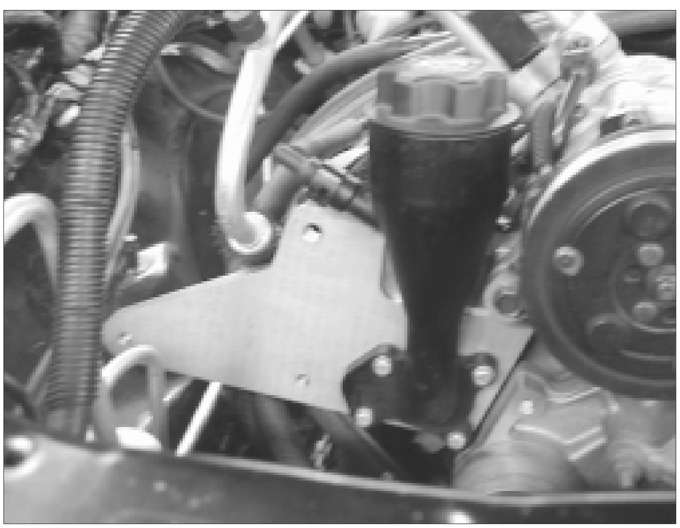


Fig. 3.2-b

C. Trim the plastic hose that connects to the oil filler by cutting it off just before the second barb (approx 3/4"). Do not remove the second barb as this keeps the hose from coming off under boost. (See *Fig. 3.2-c.*) Install the supplied longer hose. The oil fill will be reinstalled at a later stage of the installation.

D. Bolt the A/C compressor back in place using the original hardware. You may need to bend the A/C line slightly to fit in corner of plate. (See *Fig. 3.2-c.*)

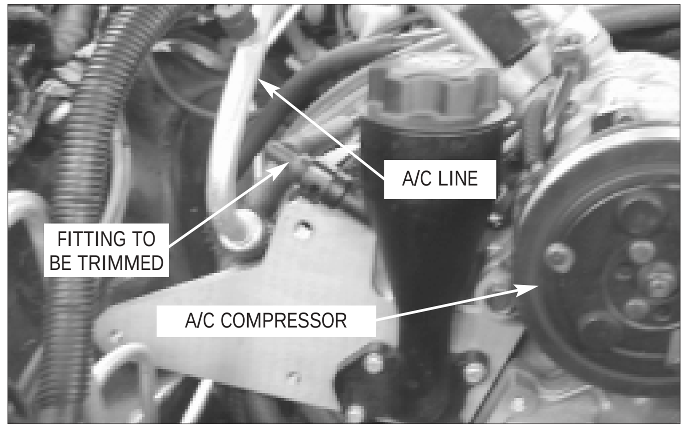


Fig. 3.2-c

E. Bolt the front plate to the rear plate using a 9/16", 3/4" and a 17mm socket (See *Fig. 3.2-d.*) See *Appendix "C"*. Check the tightness of the small idler attached to the plate with a 9/16" socket.



Fig.3.2-d

F. Install the new Accessory drive belt. (See *Fig.3.2-e.*) Re-install the fan. (See *Fig. 3.2-f.*)

3.3 SUPERCHARGER INSTALLATION

A. Test fit the supercharger in the mounting bracket. You may need to bend the A/C lines for a perfect fit.

B. Measure and cut the supplied oil drain hose. Secure hose to drain fitting on supercharger using supplied clamp. (See *Fig. 3.3-a.*)

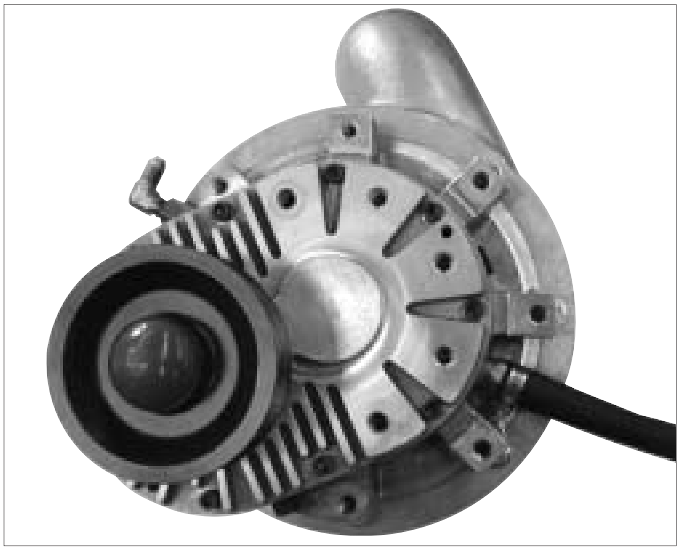


Fig. 3.3-a

C. Lower the supercharger into place making sure that the oil drain hose goes over the A/C line. (See *Fig. 3.3-b*.) This step may be different with some models. Make sure the drain hose has no kinks and is *not* lower than the drain fitting.

***** NOTE *****

The oil drain fitting will be installed in Section 4.

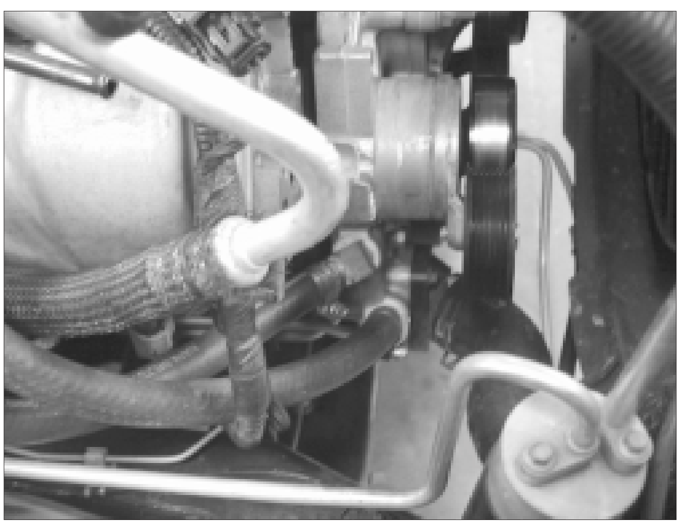


Fig. 3.3-b

D. Fasten supercharger with six bolts. (See *Figs. 3.3-c*.)

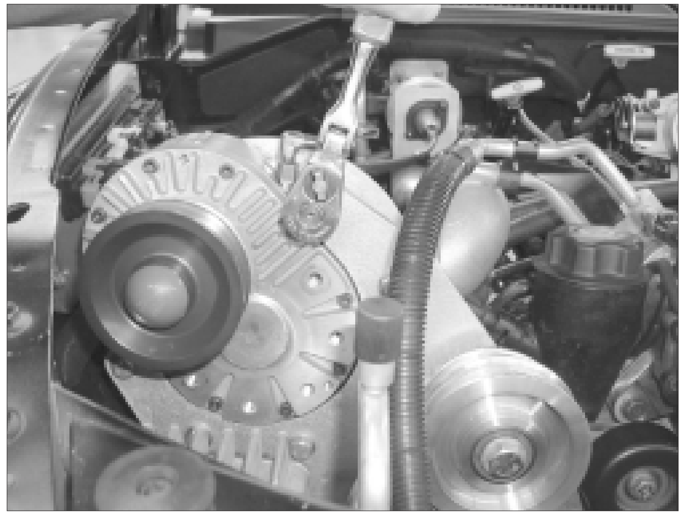


Fig. 3.3-c

E. Bolt the belt tensioner assembly to the front of the supercharger using a 7/32" allen wrench or socket (See *Fig. 3.3-d.*)

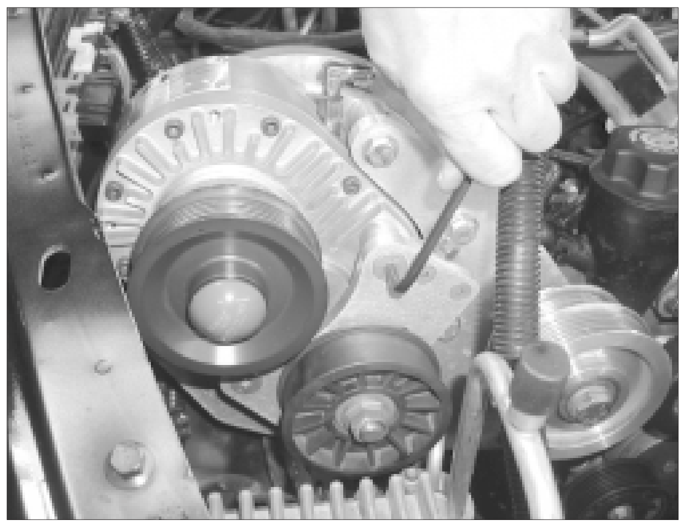


Fig. 3.3-d



Fig. 3.3-e

F. Install the supplied longer accessory drive belt. Use the factory belt routing with the exception of going around the supplied idler and S/C drive pulley. (See *Fig. 3.3-e*.)

G. Tighten the supercharger drive belt and tensioner by turning the leadscrew clockwise using a 10mm socket. The belt should be very tight as it will stretch after being run. (See *Fig. 3.3-f*)



Fig. 3.3-f

H. Tighten the nut on the tensioner pulley using a 3/4" wrench. You will have to bend the uppermost a/c line up slightly to clear the belt. (See *Fig. 3.3-g*.) Also, bend it up slightly at the radiator end until it clears. (Your air conditioner lines may differ from the picture and some steps may not be needed.)



Fig. 3.3-g

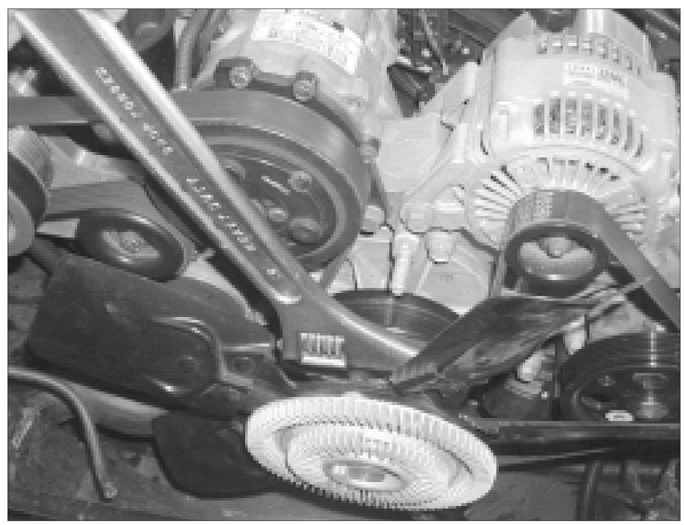


Fig. 3.3-h

I. Reinstall the factory fan and clutch assembly.

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Section 4
OIL DRAIN & FEED INSTALLATION

4.1 OIL DRAIN INSTALLATION

A. From under the vehicle, mark and drill the oil pan in preparation for the oil drain. (See *Fig. 4.1-a.*)



Fig. 4.1-a

B. On the front of the pan, measure and mark the center between the two oil pan retaining bolts. Find the centerpoint between the pan rail. Coat a 3/16" drill bit with grease and drill the hole.

C. Coat the *supplied punch* with anti-seize or heavy grease and drive it in *only halfway* using an air chisel with a blunt tip. Do not use a hammer. *Do not* go in all the way or you will damage internal engine components.

D. Cut off the front portion of the hardened steel punch with either a grinder or a cut-off wheel. Continue driving the punch in, stopping 9/16" before the punch makes contact with the flat portion of the punch. Go slow with this. It will affect your tapped hole if you go too far. (See *Fig. 4.1-b*.)

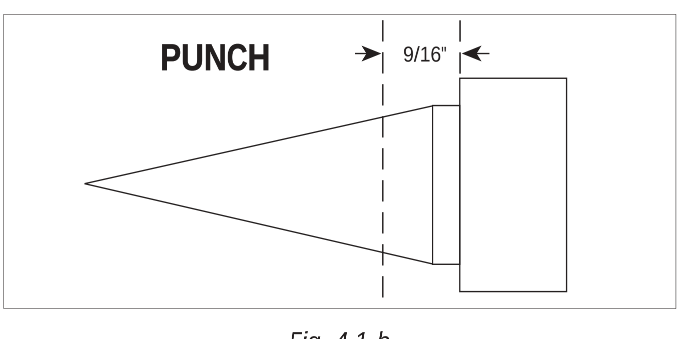


Fig. 4.1-b

E. Tap the hole using a greased 3/8"NPT tap. Go slowly and make sure the tap goes in straight. Stop periodically to clean and re-grease the tap.

F. Run the tap in only 2/3 of the way and check to see that the fitting will screw in leaving at least three threads exposed.

G. Clean threads thoroughly and coat the fitting with teflon sealant and install.

4.2 OIL FEED INSTALLATION

A. Under the vehicle, near the oil filter, you will find the oil pressure sending unit. Unplug and remove using an oil pressure sending-unit socket (available at most auto parts stores).

B. Install the brass TEE fitting using teflon sealant on the threads. (See *Fig. 4.2-a*.) The sending unit is now re-installed pointing toward the front of the vehicle.



Fig. 4.2-a

C. Using teflon sealant, install the straight fitting into the remaining port and attach one end of the oil line using a 9/16" wrench. Route the oil line up and across the top of the engine toward the supercharger.

D. Install the 90° fitting in the supercharger oil jet using teflon sealant. Support the jet with a 1/2" wrench as you tighten the fitting. Route the oil line. (See *Fig. 4.2-b*.)

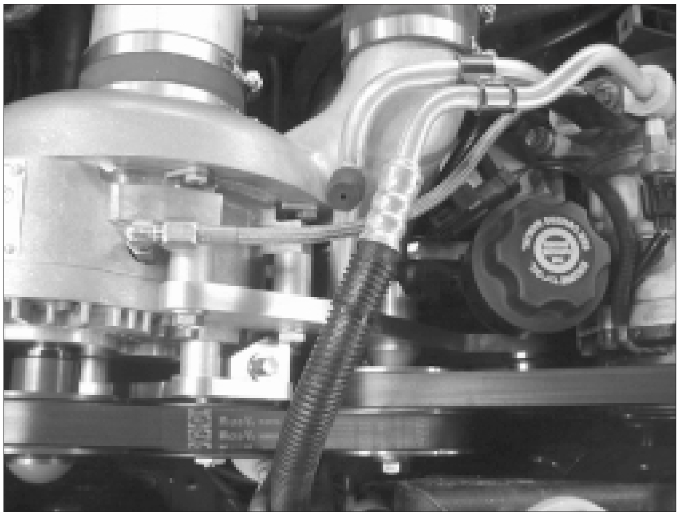


Fig. 4.2-b

E. Attach the oil line, again supporting the oil jet at the top. (See *Fig. 4.2-c*.)

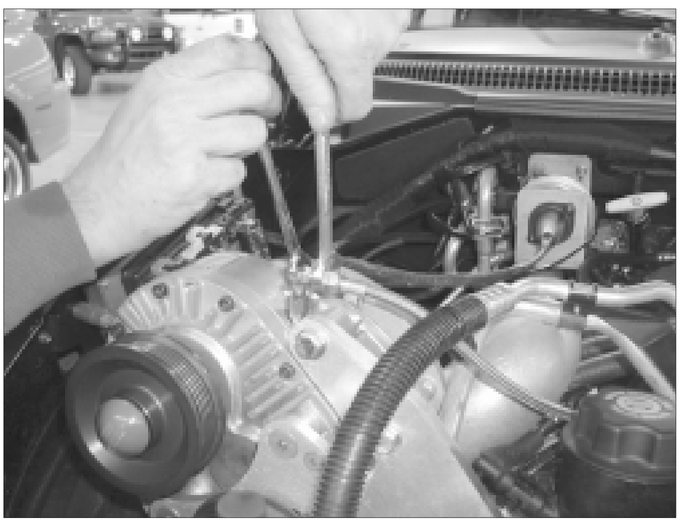


Fig. 4.2-c

Section 5

AIR INLET & DISCHARGE INSTALLATION

5.1 AIR DISCHARGE INSTALLATION

A. Locate the fuel pressure test port directly under the dipstick on the passenger side fuel rail. (See *Fig. 5.1-a.*)



Fig. 5.1-a

B. Remove the plastic cap and place a rag over the port. Hold the rag with one hand and depress the valve with a small screwdriver to relieve fuel system pressure. Use caution when prforming this step to avoid getting fuel in your eyes. **Remove the valve core using a small screwdriver or valve core removal tool**.

B. Attach the discharge tube so the injectors are situated under the throttle linkage. (See *Fig. 5.1-b*.)



Fig. 5.1-b

C. Attach the straight end of the fuel line to the fuel rail and the 90° end to the injector block. Tighten using a 9/16" wrench. (See *Fig. 5.1-c*.)



Fig. 5.1-c

5.2 AIR INLET INSTALLATION

A. Attach the air filter housing using the supplied sheet metal screws to the frame rail next to the radiator. Install the air filter assembly and attach with the screws supplied. (See *Fig. 5.2-a*.)



Fig. 5.2-a

B. Attach the 180° plastic duct to the inlet of the supercharger using the sleeve and clamps provided.

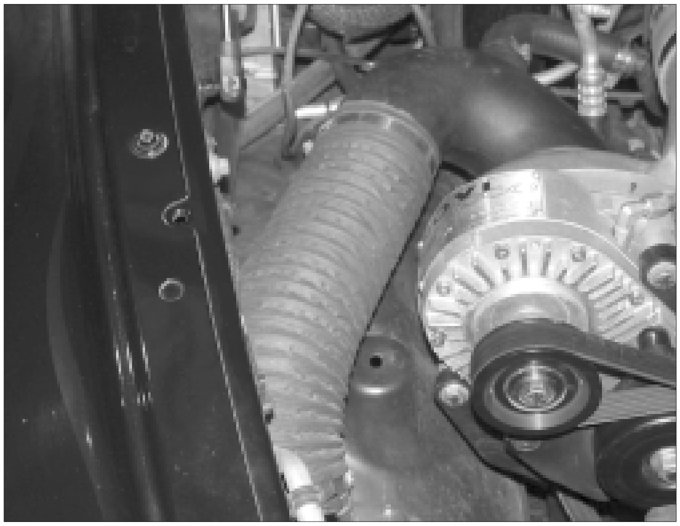


Fig. 5.2-b

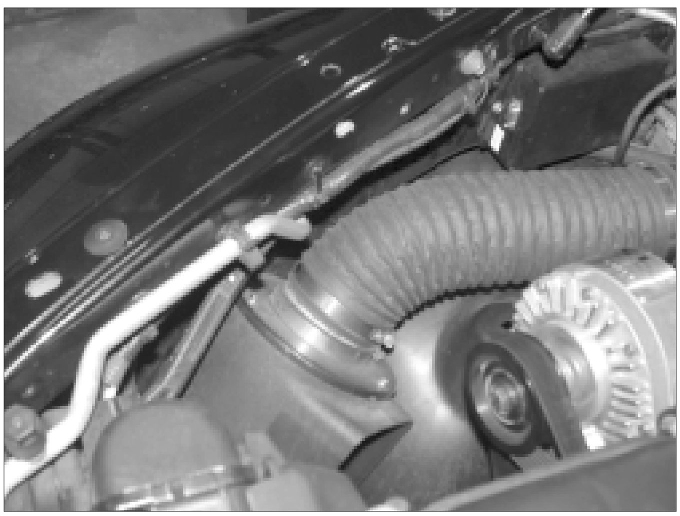


Fig. 5.2-c

B. Next, route the flex hose to the 180° elbow attached to the supercharger, and tighten the clamps. (See *Figs. 5.2-b, 5.2-c*.)

Section 6

ENGINE MANAGEMENT UNIT INSTALLATION

6.1 ENGINE MANAGEMENT UNIT INSTALLATION

A. Locate the factory ECM. It is located on the passenger side of the engine compartment at the back of the engine compartment. There are two.silver boxes. The one that is attached to the firewall is where you will attach the Paxton Engine Controller. There are three plugs on it. You want the one with the black plug. Look in the assembly drawings and find drawing #1017718. This drawing gives the pin locations and wire colors. Mount the relay on the passenger side firewall just to the left of the black plug. (See *Fig. 6.1-a.*)

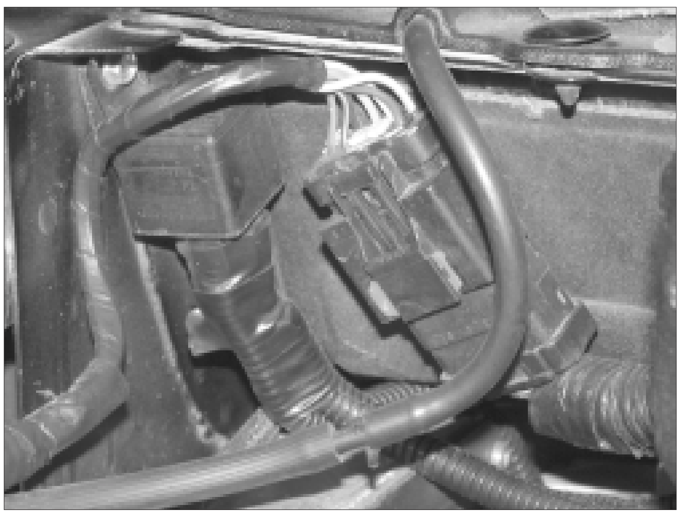


Fig. 6.1-a

B. Run the power wire #30 on the relay, across the firewall to the power distribution box located on the driver side and in front of the battery with a 13mm socket. Remove the nut and attach the wire for the 12 Volt power supply for the relay. (See *Fig. 6.1-b.*)



Fig. 6.1-b

C. Run the ground wire for the relay #85 and the supplied engine control unit to the stud just to the right of where you mounted the relay. This is a factory ground and should be used. The trigger wire for the relay #86 is attached to the red/white wire in the large plug on the power train control. (See *Fig. 6.1-c.*)

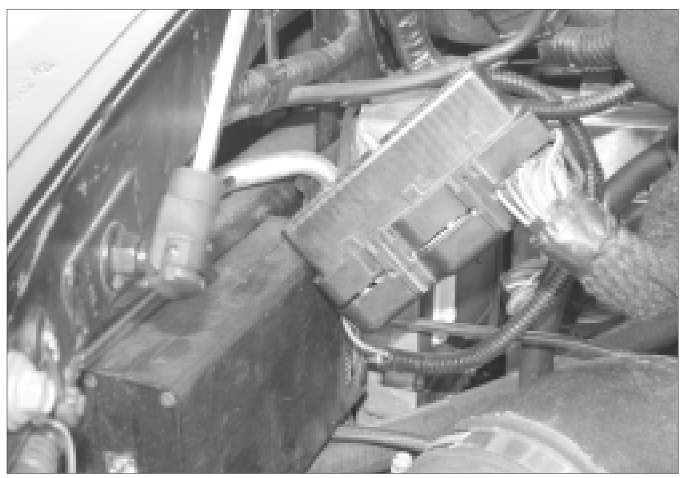


Fig. 6.1-c

D. Mount the Paxton supplied engine management unit on the rail next to the Power Train Control unit. (See *Fig. 6.1-d.*)

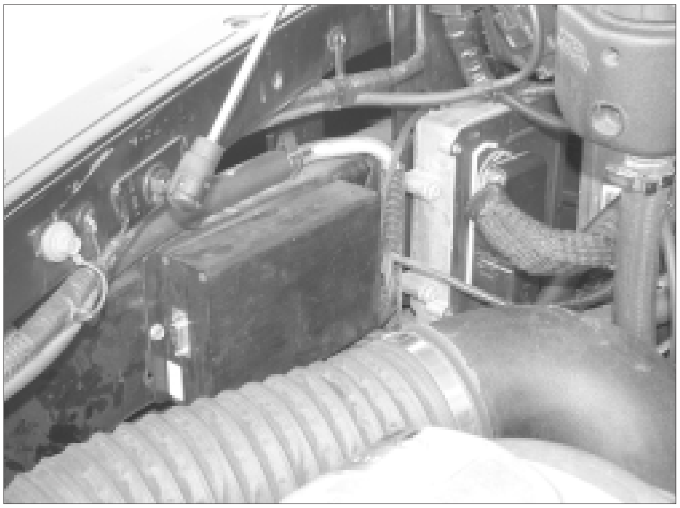


Fig. 6.1-d

E. Attach the red wire from the supplied engine management unit to the #87 on the relay. Again using drawing number 1017718, find the black plug on the factory ECU.

G. Locate the pin numbers and splice in the supplied engine management unit. There are eight supplied butt connectors. Although with care, the butt connectors will work. We recommend that you solder the connections.

H. Route the injector harness across to the supercharger discharge tube and connect to the supplemental injector.

I. Re-install the coolant overflow and hoses.

****** NOTE ******

On some models, this step may differ from the photo and procedure shown here.

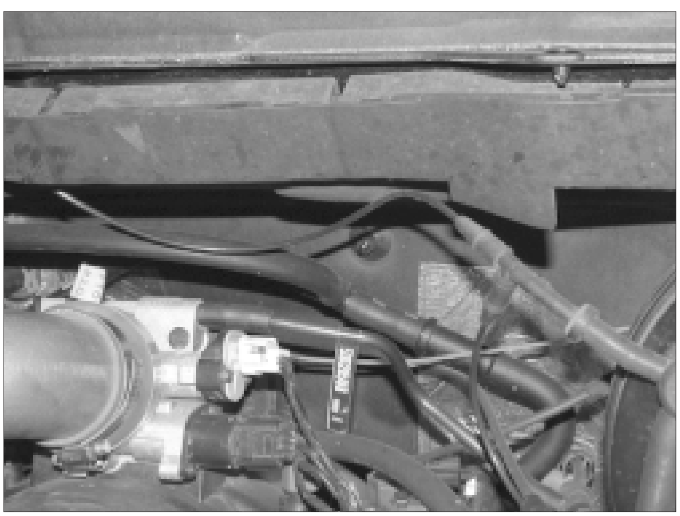


Fig. 6.1-e

J Locate the crank case breather hose that was originally attached to the factory air filter assembly. Towards the back of the engine, there is a tube that runs across from the driver's side to the passenger's side. On the driver's side, there is a TEE coupler. This was originally connected to the factory air box.

K. Connect the supplied length of hose to the 1/2" nipple that is installed in the air intake assembly, and it would be located on most vehicles next to the compressor bypass fitting. This fitting is not installed. You will have to drill and tape the hole. Because of the variations in vehicles, you will have to find a suitable location for your particular application. (See *Fig. 6.1-f.*)



Fig. 6.1-f

L. Install the air intake assembly. Connect the compressor bypass to the larger hose barb and secure. Attach the air filter housing using the supplied sheet metal screws to the frame rail next to the radiator. Install the air filter assembly and attach with the screws supplied. (See *Fig. 6.1-g.*)

Section 7

FINAL CHECK OUT AND START UP

This section covers pre-start checks and inspections, as well as initial start-up.

7.1 FINAL CHECK OUT AND START UP

- ***Inspect the following:***

  A. Wires, harnesses and electrical connections. Are all items properly dressed, connected and secured? If any electrical connections have been dis-connected, re-connect them before you start your vehicle.

  B. Hoses, lines and fittings. Are all items properly dressed, connected and secured?

  C. Fasteners, brackets, and clamps. Are all items properly installed and tightened?

  D. Fluid levels. Is the radiator coolant and the engine oil at their proper levels? Are there any fluid leaks?

  E. Belt(s). Is the serpentine drive belt (or accessory drive and supercharger drive belts, depending on the requirement of your vehicle) properly installed, aligned and tensioned?

- ***Perform the following:***

  A. Cycle the ignition key from "off" to "on" position three (3) times at fifteen (15) second intervals. Afterwards, check the entire fuel system for any leaks.

  B. Start the car. Verify that the oil pressure is within the normal operating range. Listen closely. The engine should idle and sound the same as it did before you began the installation.

  C. Shutdown the engine, disconnect the oil feed line from the blower. Remove the oil jet from the blower. Blow through the oil jet to ensure there is no blockage or foreign matter plugging it. Re-install oil jet and oil feed line and proceed.

  D. Allow the engine to come to normal operating temperatures. Bleed the cooling system and top off as necessary.

- ***Check for the following:***

  A. Fuel leaks

  B. Fluid leaks

  C. Belt slippage

  D. Throttle response

***** CAUTION *****

See the supercharger service manual included in your kit for information on supercharger servicing and maintenance, belt tightening, troubleshooting, special tuning, and warranty information.

Now that the work is done, it's time to enjoy your labor of love. Take the car out on the road and let it flex it's muscles, but remember, the response and performance will now be different from that to which you have been accustomed. Have fun!

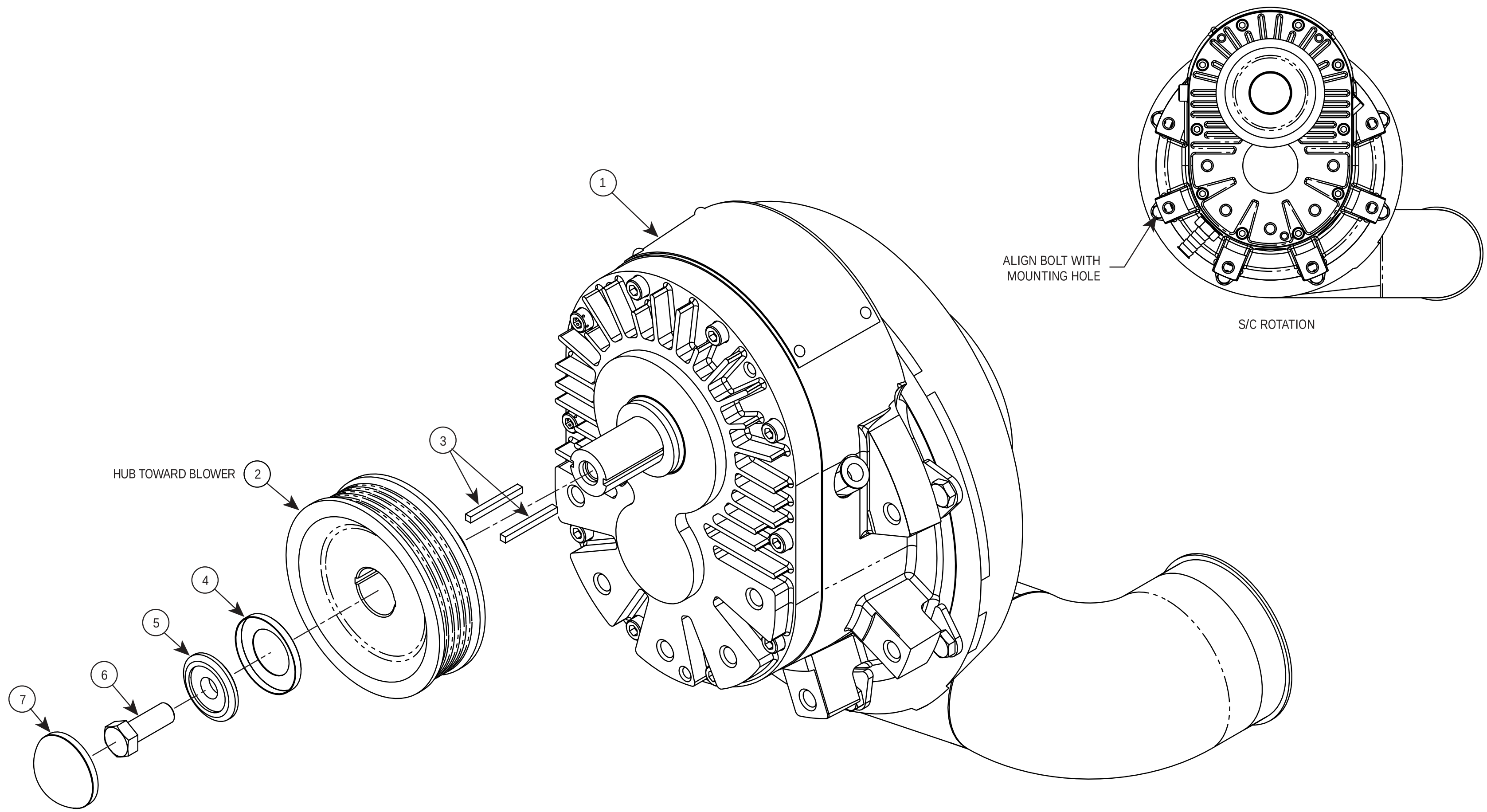
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APPENDIX

ITEM NO.	QTY.	PART NO.	DESCRIPTION
B	1	1016416	ASY, S/C NOVI 1000 FORWARD ROTATION
C	1	1016623	ASY, S/C MTG BRKT
D	1	1015937	ASY, AIR INTAKE
E	1	1017416	ASY, BELT TENSIONER
F	1	1019342	ASY, S/C OIL SUPPLY HOSE
G	1	1019343	ASY, S/C OIL RETURN HOSE
H	1	1020116	ASY, AIR DISCHARGE WITH FUEL INJECTION
I	1	1015511	ASY, COMPRESSOR BYPASS
J	1	1017718	ENGINE MANAGEMENT
K	1	1020220	WASHER BOTTLE RELOCATION
L	1	4809632	BOOKLET, INSTRUCTION
M	1	4813001	DECAL, FUEL CAP "92 OCTANE FUEL ONLY"
N	1	4813002	DECAL, GUAGE PANEL "SUPERCHARGED ENGINE"
O	2	4821700	WRAP, NYLON TIE 5.50" LG

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	APPROVALS / DATE	
	DRAWN: G. COMPTON, 01/16/01	2002 4.7L DODGE RAM 1500
MATERIAL: SEE PARTS LIST	ENGINEERING	
	R&D	KIT, 2002 4.7L DODGE RAM 1500
FINISH: NONE	APPR.	SIZE: B / DWG. NO.: 1201216 / REV.: NC
	WEIGHT: 21.4 LBS	SCALE: 1:1 / DO NOT SCALE DRAWING / SHEET 1 OF 1

A. APPENDIX KIT CHART



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	8001007	BLWR, NOVI 1000 REAR DISCH.
2	1	4803342	PULLEY, S/C 6 GRV 3.5
3	2	2711503	KEY, 1.25" LG x 1/8"
4	1	3717250	RET, CUP BLWR PULLEY
5	1	3717204	RET, PULLEY S/C 3/8"
6	1	4807201	SCREW, 3/8-24 x 1.00
7	1	3717225	CAP, TAMPER PROOF (GREY)

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES ARE: .XX± .01
DECIMALS: .XXX±.005
FRACTIONS: ±1/2•
ANGLES: ±1/16

MATERIAL: SEE PARTS LIST

FINISH: NONE

CAD GENERATED DRAWING,
DO NOT MANUALLY UPDATE

APPROVALS		DATE
DRAWN	A. PROCTOR	01/15/01
ENGINEERING		
R&D		
APPR.		
WEIGHT	21.4 LBS	

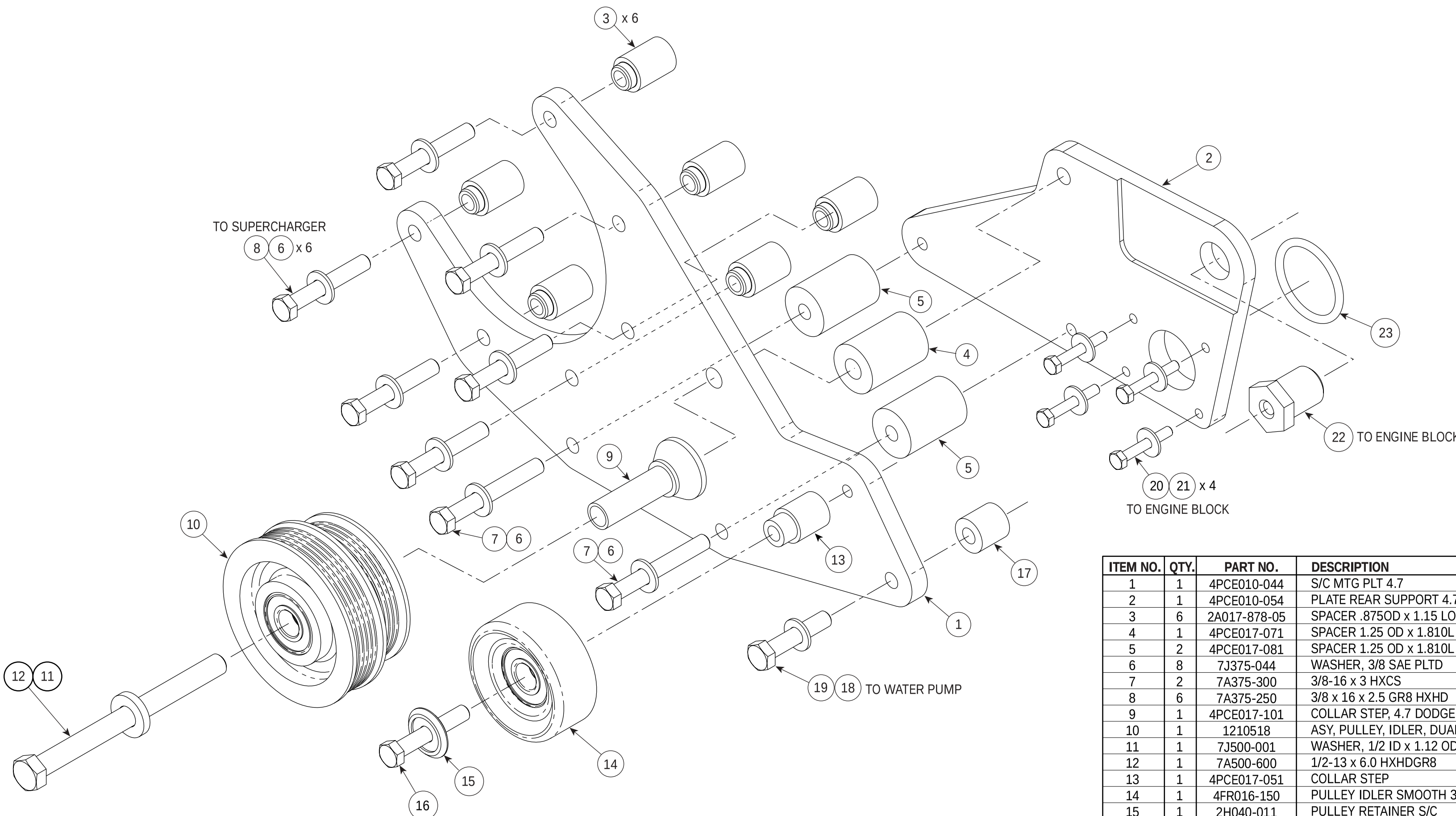
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2002 4.7L DODGE RAM 1500

ASY, S/C NOVI 1000 FW ROTATION

SIZE: D | DWG. NO.: 1016416 | REV. NC
SCALE: 1:1 | DO NOT SCALE DRAWING | SHEET 1 OF 1

B. ***1016416*** *ASY, S/C NOVI 1000 FORWARD ROTATION*



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	4PCE010-044	S/C MTG PLT 4.7
2	1	4PCE010-054	PLATE REAR SUPPORT 4.7
3	6	2A017-878-05	SPACER .875OD x 1.15 LONG
4	1	4PCE017-071	SPACER 1.25 OD x 1.810L
5	2	4PCE017-081	SPACER 1.25 OD x 1.810L
6	8	7J375-044	WASHER, 3/8 SAE PLTD
7	2	7A375-300	3/8-16 x 3 HXCS
8	6	7A375-250	3/8 x 16 x 2.5 GR8 HXHD
9	1	4PCE017-101	COLLAR STEP, 4.7 DODGE
10	1	1210518	ASY, PULLEY, IDLER, DUAL
11	1	7J500-001	WASHER, 1/2 ID x 1.12 OD
12	1	7A500-600	1/2-13 x 6.0 HXHDGR8
13	1	4PCE017-051	COLLAR STEP
14	1	4FR016-150	PULLEY IDLER SMOOTH 3"
15	1	2H040-011	PULLEY RETAINER S/C
16	1	7A375-225	3/8 - 16 x 2 -1/4 HXHD GR8
17	1	2A017-875-14	SPACER .875 OD x .880 LONG
18	1	7J010-002	10mm WASHER PLATED
19	1	7C010-055	10mm x 1.5 x 50 HXHD CL10.9
20	4	7C060-040	M6 x 1.0 x 40 HXHD CL8
21	4	7J006-093	6mm WASHERPLATED
22	1	7PC024-010	BOLT MTG A/C COMP 4.7
23	1	7U100-063	O-RING 4.7 PARKER

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES ARE: .XX± .01
DECIMALS: .XXX±.005
FRACTIONS: ±1/2•
ANGLES: ±1/16

MATERIAL: SEE PARTS LIST

FINISH: NONE

CAD GENERATED DRAWING,
DO NOT MANUALLY UPDATE

	APPROVALS	DATE
DRAWN	A. PROCTOR	1/10/01
ENGINEERING	G. COMPTON	1/17/01
R&D	L. KECK	2/12/01
APPR.	G. COMPTON	2/12/01
WEIGHT	12.1 LBS	

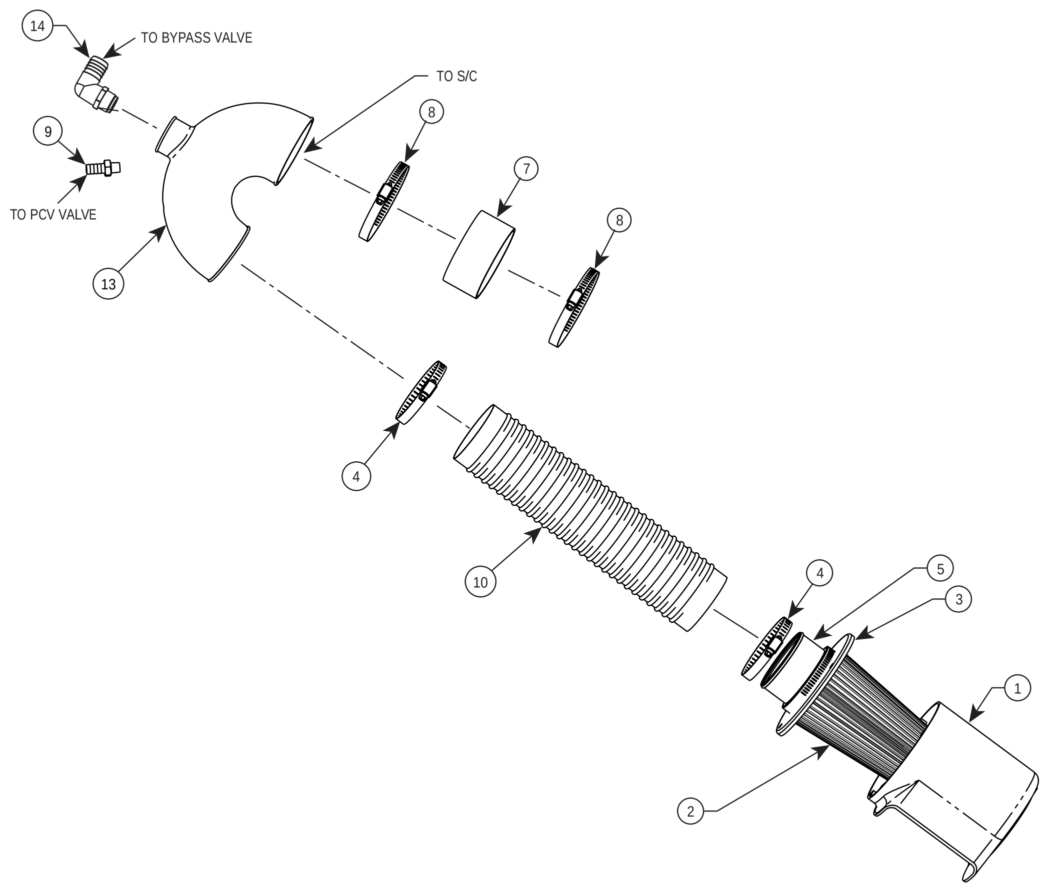
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TEL: (805) 604-1336 FAX: (805) 604-1337

2002 4.7L DODGE RAM 1500

ASY, MTG BRKT

SIZE	DWG. NO.	REV.
D	1016623	A
SCALE: 1:1	DO NOT SCALE DRAWING	SHEET 1 OF 1

C. **1016623** ASY, MTG BRKT



ITEM NO.	QTY	PART NO.	DESCRIPTION
1	1	4FCE012-010	AIRBOX 4.7 MODIFIED
2	1	8HO40-050	AIR FILTER 3.5" FLG x 4.7
3	1	4FCE012-050	RING, FILTER RETAINING 4.7
4	2	7R002-052	#52 GOLDSEAL HOSE CLAMP
5	1	4GV012-041	Ø3.5 x 2.5L ALUM.TUBE COATED
6	3	7L010-001	WASHER, #10 SERRATED
7	1	4PS400-200	SLEEVE, BLACK Ø4.0 x 2.0
8	2	7R002-052	#64 GOLDSEAL HOSE CLAMP
9	1	7P250-124	1/4" NPT TO 1/2" BARB
10	16"	7U035-001	3.5" FLEX HOSE
11	3	7C010-039	10 x 24 x .38 PAN HEAD SCREWS
12	4'	7P030-036	1/2" OIL DRAIN HOSE
13	1	4FFA012-010	INLET ELBOW, 180° 4 x 3.5
14	1	7P750-100	3/4" x 1" HOSE FITTING

NOTES: UNLESS OTHERWISE SPECIFIED

1. SHIP LOOSE.

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES ARE: .XX± .01
DECIMALS: .XXX±.005
FRACTIONS: ±1/2•
ANGLES: ±1/16

MATERIAL: SEE PARTS LIST

FINISH: NONE

CAD GENERATED DRAWING, DO NOT MANUALLY UPDATE

APPROVALS		DATE
DRAWN	L. KECK	08/21/01
ENGINEERING	MIKE REAGAN	10/05/00
R&D	L. KECK	10/05/00
APPR.		
WEIGHT	7.0 LBS	

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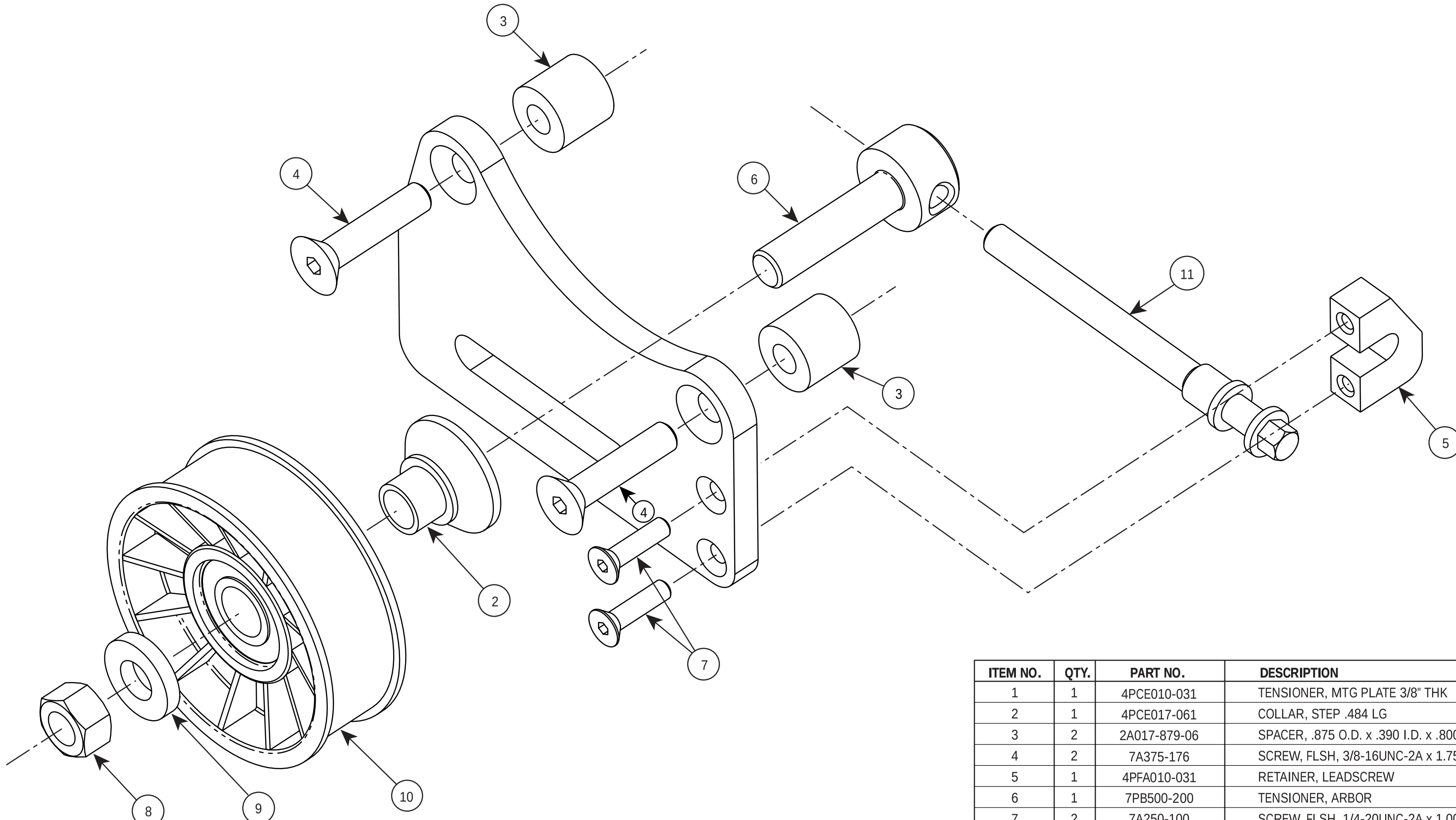
2002 4.7L DODGE RAM 1500

ASY, AIR INTAKE

SIZE D | DWG. NO. 1015937 | REV. NC

SCALE: 1:2.5 | DO NOT SCALE DRAWING | SHEET 1 OF 1

D. ***1015937*** *ASY, AIR INTAKE*



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	4PCE010-031	TENSIONER, MTG PLATE 3/8" THK
2	1	4PCE017-061	COLLAR, STEP .484 LG
3	2	2A017-879-06	SPACER, .875 O.D. x .390 I.D. x .800 LG
4	2	7A375-176	SCREW, FLSH, 3/8-16UNC-2A x 1.75 LG.
5	1	4PFA010-031	RETAINER, LEADSCREW
6	1	7PB500-200	TENSIONER, ARBOR
7	2	7A250-100	SCREW, FLSH, 1/4-20UNC-2A x 1.00 LG.
8	1	7F500-025	NUT, 1/2"-20UNF-2B
9	1	7J500-001	WASHER, 1/2", HEAVY
10	1	4FA016-150	IDLER, PLASTIC, 6 GRV SMOOTH
11	1	7PA375-500	LEADSCREW
12 (1)	1	2A046-305	BELT, 6 GRV

NOTES: UNLESS OTHERWISE SPECIFIED

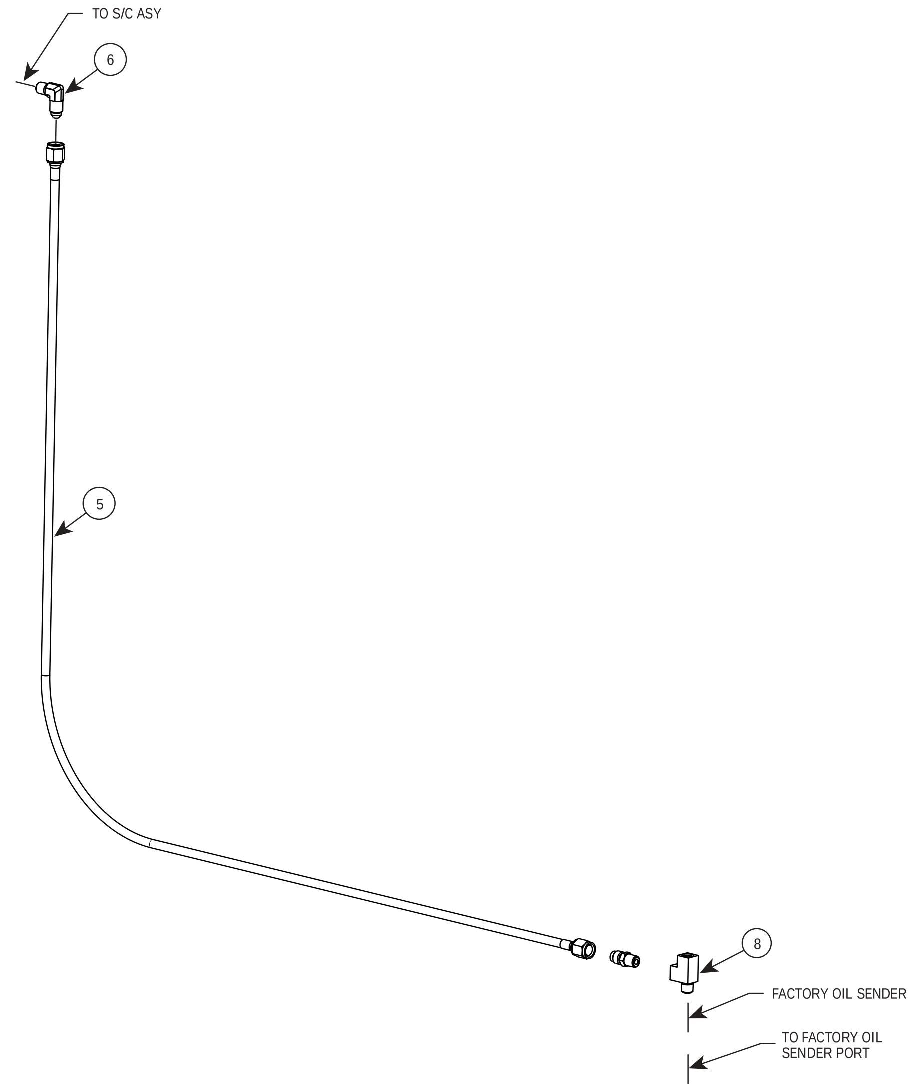
1. THESE PARTS SHIP LOOSE.

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ARE: .XX± .01 DECIMALS: .XXX±.005 FRACTIONS: ±1/2• ANGLES: ±1/16	CAD GENERATED DRAWING, DO NOT MANUALLY UPDATE		PAXTON SUPERCHARGERS 1300 BEACON PLACE OXNARD, CA 93033 TEL: (805) 604-1336 FAX: (805) 604-1337
	APPROVALS	DATE	
	DRAWN A. PROCTOR	8/14/01	2002 4.7L DODGE RAM 1500
MATERIAL SEE PARTS LIST	ENGINEERING G. COMPTON	10/4/01	ASY, BELT TENSIONER
	R&D L. KECK	10/4/01	
FINISH NONE	APPR. G. COMPTON	10/4/01	SIZE: C · DWG. NO. 1017416 · REV. A
	WEIGHT 2.0 LBS		SCALE: 1:1 · DO NOT SCALE DRAWING · SHEET 1 OF 1

E. ***1017416*** *ASY, BELT TENSIONER*

P/N: 4809641a

01MAY06 v1.1 Dodge Ram 1500(4809641a v1.1)



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	7U250-000-465	HOSE, OIL SS BRAID #4
2	1	7P125-004	FTG, ELBOW 90° #4 AN
3	1	7P125-005	FTG, CONNECTOR 1/8 NPT
4	1	7P125-034	FTG, ADAPTER TEE 1/8 NPT

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES ARE: .XX± .01
DECIMALS: .XXX±.005
FRACTIONS: ±1/2•
ANGLES: ±1/16

MATERIAL: SEE PARTS LIST

FINISH: NONE

CAD GENERATED DRAWING, DO NOT MANUALLY UPDATE

APPROVALS		DATE
DRAWN	A. PROCTOR	12/01/00
ENGINEERING	G. COMPTON	01/16/01
R&D	L. KECK	02/12/01
APPR.	G. COMPTON	02/12/01
WEIGHT	0.5 LBS	

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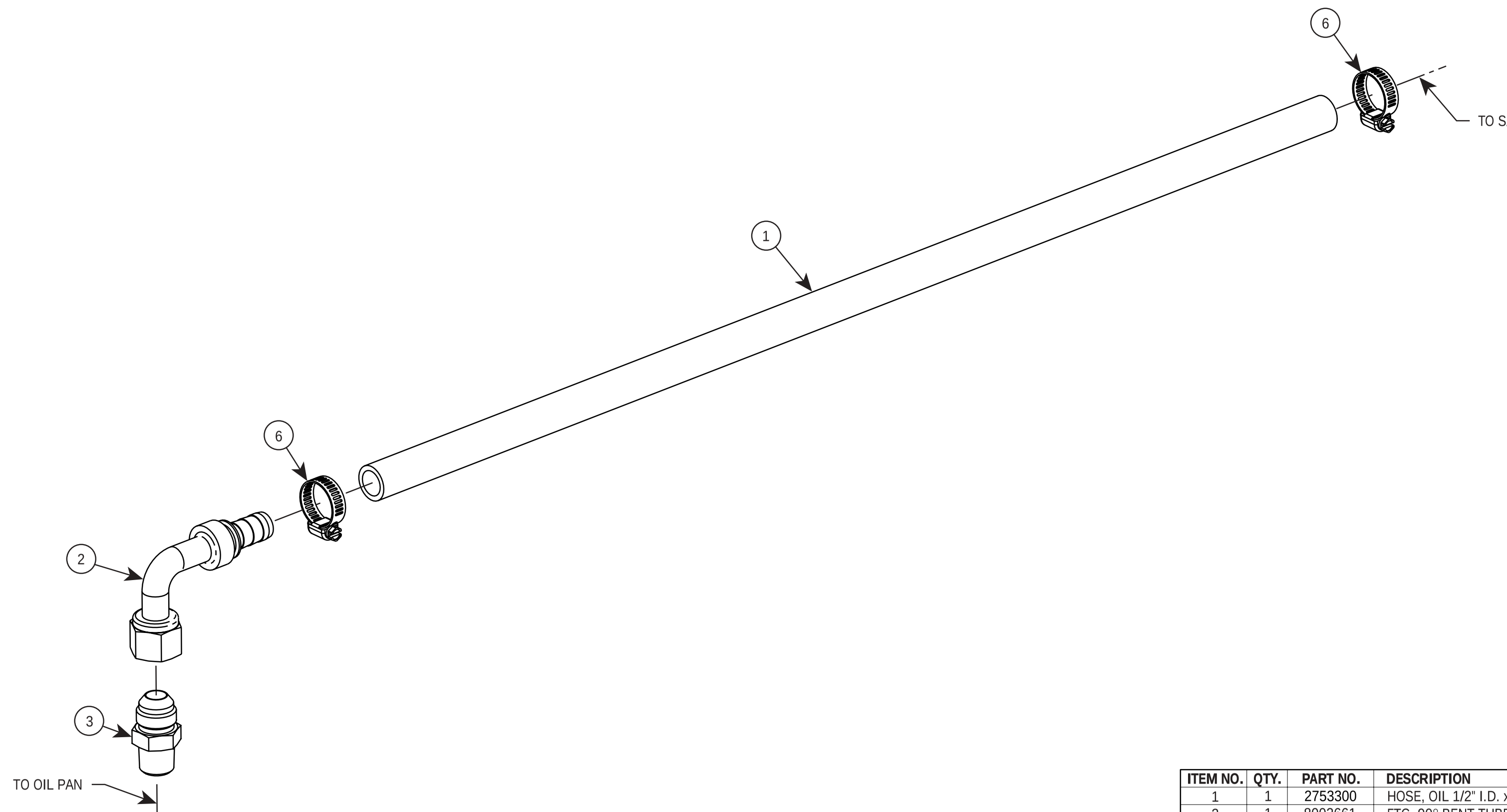
2002 4.7L DODGE RAM 1500

ASY, OIL FEED

SIZE: D | DWG. NO.: 1019342 | REV. NC

SCALE: 1:2 | DO NOT SCALE DRAWING | SHEET 1 OF 1

F. ***1019342*** *ASY, OIL FEED*



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	2753300	HOSE, OIL 1/2" I.D. x 24.00" LG
2	1	8002661	FTG, 90° BENT TUBE
3	1	8002658	FTG, STRT #8 AN MALE
5	1	8002690	PUNCH, OIL PAN SELF TAPPING
6	2	7R001-008	

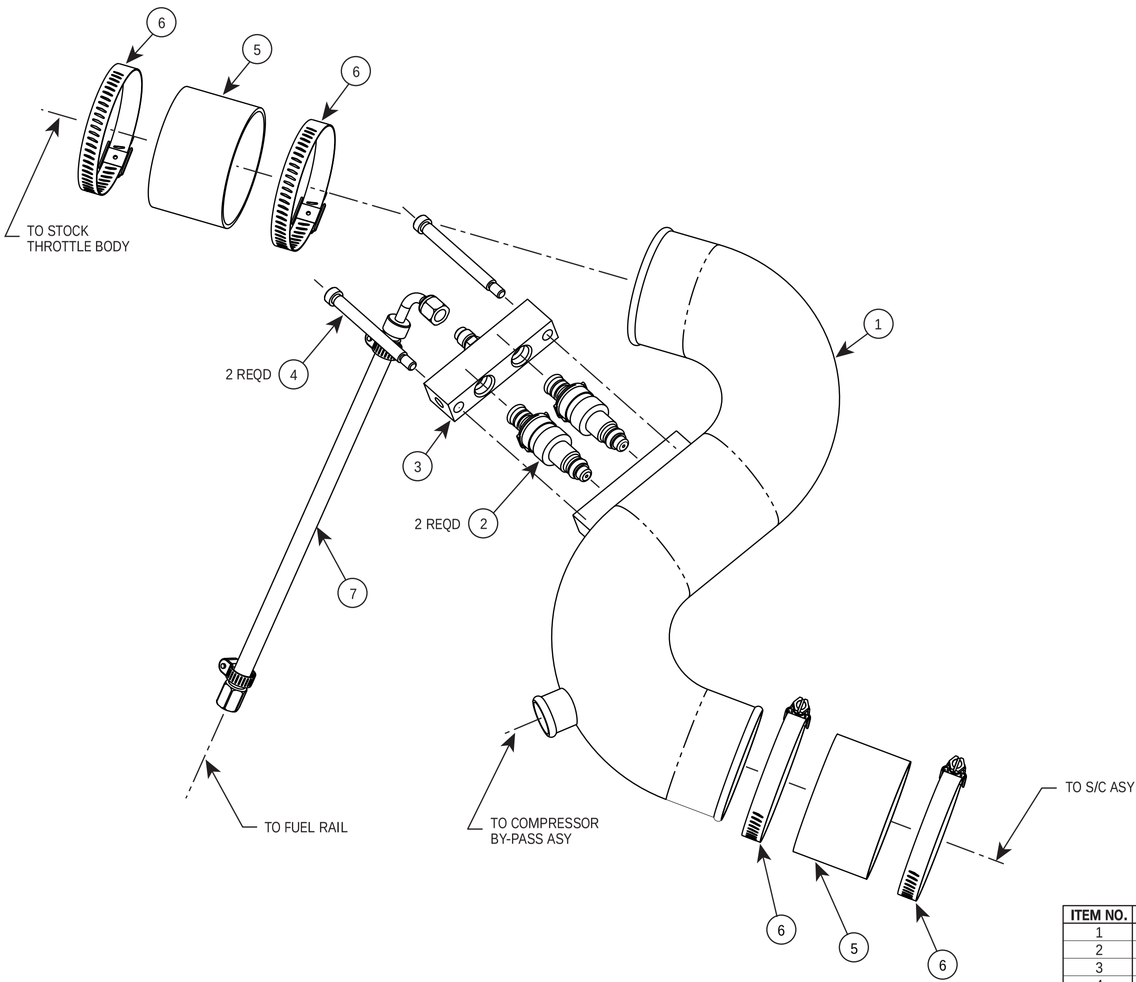
1 (revision marker)

NOTES: UNLESS OTHERWISE SPECIFIED

1. SHIP THESE PARTS LOOSE.

UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES TOLERANCES ARE: .XX± .01 DECIMALS: .XXX±.005 FRACTIONS: ±1/2• ANGLES: ±1/16	CAD GENERATED DRAWING, DO NOT MANUALLY UPDATE APPROVALS / DATE DRAWN A. PROCTOR 12/04/00 ENGINEERING R&D APPR.	PAXTON SUPERCHARGERS 1300 BEACON PLACE OXNARD, CA 93033 TEL: (805) 604-1336 FAX: (805) 604-1337	
MATERIAL SEE PARTS LIST		2002 4.7L DODGE RAM 1500	
FINISH NONE	WEIGHT 0.6 LBS	ASY, OIL DRAIN	
		SIZE D	DWG. NO. 10193431 / REV. NC
		SCALE: 1:1	DO NOT SCALE DRAWING / SHEET 1 OF 1

G. ***1019343*** *ASY, OIL DRAIN*



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	4PCE012-031	TUBE, AIR DISCHARGE
2	2	8F060-042	INJECTOR, FUEL 42LB
3	1	1016044	ASY, FUEL LOG
4	2	7PA250-275	SCREW, SHLD SOC HD, 1/4-20UNC-2A
5	2	7PS300-200	HOSE, TURBO, 3.00 O.D. x 2.00 LG.
6	4	7R002-048	CLAMP, HOSE #48
7	1	1018913	ASY, FUEL LINE

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES ARE: .XX± .01
DECIMALS: .XXX±.005
FRACTIONS: ±1/2•
ANGLES: ±1/16

MATERIAL: SEE PARTS LIST

FINISH: NONE

CAD GENERATED DRAWING, DO NOT MANUALLY UPDATE

APPROVALS		DATE
DRAWN	A. PROCTOR	01/10/01
ENGINEERING	G. COMPTON	02/12/01
R&D	L. KECK	
APPR.	G. COMPTON	02/12/01
WEIGHT	2.6 LBS	

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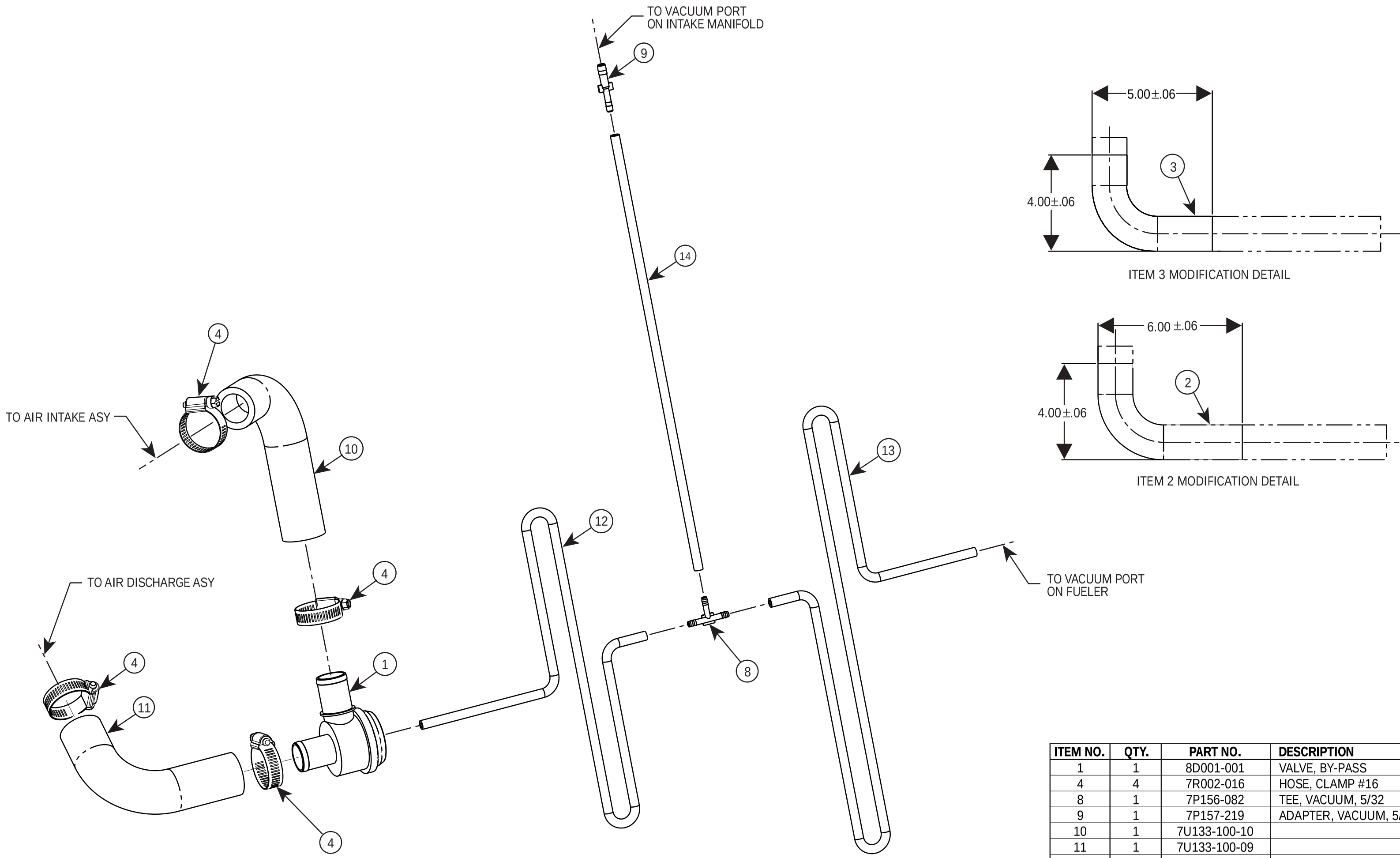
2002 4.7L DODGE RAM 1500

ASY, AIR DISCHARGE w/FUEL ENRICHMENT

SIZE	DWG. NO.	REV.
D	1020116	A

SCALE: 1:1.5 | DO NOT SCALE DRAWING | SHEET 1 OF 1

H. ***1020116*** *ASY, AIR DISCHARGE w/FUEL ENRICHMENT*



ITEM NO.	QTY.	PART NO.	DESCRIPTION
1	1	8D001-001	VALVE, BY-PASS
4	4	7R002-016	HOSE, CLAMP #16
8	1	7P156-082	TEE, VACUUM, 5/32
9	1	7P157-219	ADAPTER, VACUUM, 5/32 x 7/32
10	1	7U133-100-10	
11	1	7U133-100-09	
12	1	7U030-046 x 30-2	
13	1	7U030-046 x 36	
14	1	7U030-046 x 15	

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES ARE: .XX± .01
DECIMALS: .XXX±.005
FRACTIONS: ±1/2•
ANGLES: ±1/16

MATERIAL: SEE PARTS LIST

FINISH: NONE

CAD GENERATED DRAWING, DO NOT MANUALLY UPDATE

APPROVALS		DATE
DRAWN	G. COMPTON	4/18/01
ENGINEERING		
R&D		
APPR.		
WEIGHT	4.3 LBS	

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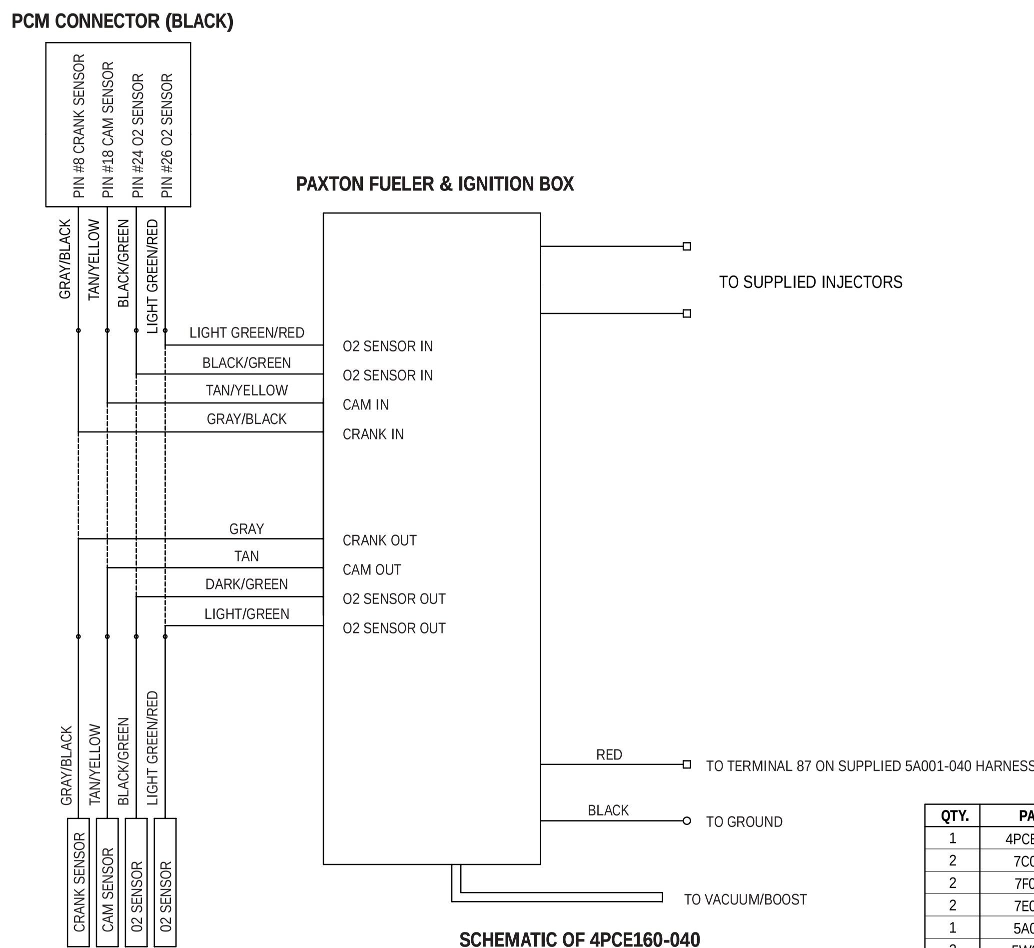
2002 4.7L DODGE RAM 1500

ASY, COMPRESSOR BY-PASS

SIZE: D | DWG. NO. 1015511 | REV. NC

SCALE: 5:8 | DO NOT SCALE DRAWING | SHEET 1 OF 1

I. **1015511** *ASY, COMPRESSOR BY-PASS*



SCHEMATIC OF 4PCE160-040

QTY.	PART NO.	DESCRIPTION
1	4PCE160-011	ASY, ENGINE MANAGEMENT
2	7C010-052	SCREW, PAN HD, 10-24UNC-2A x .50 LG.
2	7F010-024	NUT, HXHD, 10-24UNC-2B WITH NYLOK
2	7E010-051	SCREW, SHMTL, #10 x .50 LG.
1	5A001-040	HARNESS, WIRING
2	5W001-040	DISCONNECT, FEMALE
8	5W001-012	CONNECTOR, BUTT
1	5W001-001	CONNECTOR, QUICKSPLICE
3'	5W001-021	TUBE, SPLIT POLY LOOM, 1/4 x 36" LG.

UNLESS OTHERWISE SPECIFIED
DIMENSIONS ARE IN INCHES
TOLERANCES ARE: .XX± .01
DECIMALS: .XXX±.005
FRACTIONS: ±1/2•
ANGLES: ±1/16

MATERIAL: SEE PARTS LIST

FINISH: NONE

CAD GENERATED DRAWING, DO NOT MANUALLY UPDATE

APPROVALS		DATE
DRAWN	L.KECK	08/22/02
ENGINEERING		
R&D		
APPR.		
WEIGHT	----- LBS	

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2002 4.7L DODGE RAM 1500

ASY, ENGINE MANAGEMENT

SIZE B | DWG. NO. 1017718 | REV. A

SCALE: ----- | DO NOT SCALE DRAWING | SHEET 1 OF 1

J. ***1017718*** *ENGINE MANAGEMENT DIAGRAM*

1300 Beacon Place • Oxnard, CA 93033-9901 • (805) 604-1336
FAX (805) 604-1337 • paxtonautomotive.com • M-F 8:00 AM - 4:30 PM PST

P/N: 4809641a

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